

2018 CMP Strategies Matrix

	2018 CMP Strategies Matrix	Active Roadway Management					Travel Demand Management/Alternative Travel Modes								Physical Roadway Capacity					R			
		Expanded traffic signal timing and coordination - ITS	Traffic signal equipment modernization - ITS	Traveler information devices - ITS	Communications networks and roadway surveillance - ITS	Access management	Fixed guideways and dedicated transit lanes	Transit service expansion	Transit vehicle information	Transit intersection queue-jump lanes and signal priority	Electronic fare collection	Park & Ride facilities	Off-street multi-use trails	On-street bicycle treatments	Parking management	Intersection turn lanes	Deceleration lanes	Freight Improvement Strategies	Grade-separated railroad crossings		New grade-separated intersections	New travel lanes (general purpose)	New roadways
Non-CMP Corridor (NC)																							R
Interstate 25																							I25
Interstate 40																							I40
1 Alameda Blvd.																							1
2 Isleta Blvd.																							2
3 Bridge/Cesar Chavez Blvd.																							3
4 US 550																							4
5 Montano Rd.																							5
6 Paseo del Norte Blvd.																							6
7 Jefferson St.																							7
8 Dennis Chavez/Rio Bravo																							8
9 Paradise Blvd.																							9
10 San Mateo Blvd.																							10
11 NM 6																							11
12 Central Ave.																							12
13 Osuna Blvd.																							13
14 Montgomery Blvd.																							14
15 Coors Blvd.																							15
16 Wyoming Blvd.																							16
17 Gibson Blvd.																							17
18 Eubank Blvd.																							18
19 2nd St.																							19
20 Menaul Blvd.																							20
21 Lomas Blvd.																							21
22 4th St.																							22
23 NM 47																							23
24 Louisiana Blvd.																							24
25 Unser Blvd.																							25
26 Broadway Blvd.																							26
27 NM 528																							27
28 Arenal Blvd.																							28
29 Southern Blvd.																							29
30 Tramway Blvd.																							30
31 Irving Blvd.																							31

Priority for each strategy is based on CMP/ITS review for appropriateness, and has been updated to consider current deployments along the corridor.

High Priority Regional Strategies

- Electronic fare collection
- Telework and flexible schedules
- Ridesharing travel services
- Alternative travel mode events and assistance
- Traffic management centers
- Incident management plans
- Incident response and Courtesy Patrol

Medium Priority Regional Strategies

- Roadway signage improvements (wayfinding)

Location-Specific Strategies*

- Ramp Meters
- New (or converted) HOV/HOT/Truck Lanes
- Roundabout intersections

* These strategies are only appropriate in a few locations. Consult the CMP Toolkit for appropriate locations and priority levels.

^ See CMP Toolkit for additional corridors for which the strategy is a high priority.

Priority is based on CMP/ITS review, and has been updated to consider current deployments along the corridor.

- High Priority
- Medium Priority
- Low Priority
- Not Appropriate